

the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Kevin M. Sheys, Oppenheimer Wolff Donnelly & Bayh LLP, 1350 Eye Street, NW Suite 200, Washington, DC 20005-3324.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: July 6, 1998.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 98-18726 Filed 7-13-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33579]

Gauley River Railroad, LLC—Purchase, Lease and Operation Exemption—CSX Transportation, Inc.

Gauley River Railroad, LLC (GRIV), a noncarrier, has filed a notice of exemption under 49 CFR 1150.31 to purchase from CSX Transportation, Inc. (CSXT) and operate approximately 30.7 miles of rail line in West Virginia.¹ GRIV will acquire two rail line segments: (1) between milepost BUE-119 (Valuation Station 5035+89.6) near Cowen, WV, and milepost BUE-129 (Valuation Station 5563+89.6) at Allingdale, WV (Line A) and (2) between milepost BUE-12.4 (Valuation Station 1096+48.2) at Muddlety Falls, WV, and milepost BUE-20.7 (Valuation Station 1092+45), including the McMillion Creek Branch, Delmont Branch, and all other connecting spur and sidetracks (Line C). GRIV will also sublease from CSXT a third line segment, which connects or bridges together Line A and Line C, extending from milepost BUE-0.0 (Valuation Station 441+43) at Allingdale, WV, to milepost BUE-12.4 (Valuation Station 649+86.8) at Muddlety Falls, WV (Line B). Line B serves as a connecting stretch of railroad linking together Lines A, B, and C.²

The transaction was expected to be consummated on or shortly after June 25, 1998.

¹ GRIV certifies that its projected revenues will not exceed those that would qualify it as a Class III carrier.

² Line B is currently owned by Strouds Creek and Muddlety Railroad (SC&M). SC&M leases the line to CSXT. According to CSXT's lease agreement with SC&M, CSXT is permitted to enter into the contemplated sublease.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33579, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, one copy of each pleading must be served on Keith G. O'Brien, Esq., Rea, Cross & Auchincloss, Suite 570, 1707 L Street, NW, Washington, DC 20036.

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Decided: July 6, 1998.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33624]

Mississippi & Tennessee RailNet, Inc.—Acquisition and Operation Exemption—The Kansas City Southern Railway Company

Mississippi & Tennessee RailNet, Inc. (MTRN), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31 to acquire and operate approximately 87.1 miles of rail line and approximately 7.53 miles of spur and side tracks from The Kansas City Southern Railway Company between milepost 281.5 at Houston, MS, and milepost 368.6 at Middleton, TN.¹

The transaction was scheduled to be consummated on or shortly after June 26, 1998.

This transaction is related to STB Finance Docket No. 33625, *North American RailNet, Inc.—Continuance in Control Exemption—Mississippi & Tennessee RailNet, Inc.*, wherein North American RailNet, Inc. will continue in control of MTRN upon its becoming a Class III rail carrier.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the

¹ MTRN states that its projected revenues will not exceed those that would qualify it as a Class III rail carrier and its revenues are not projected to exceed \$5 million.

exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke does not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33624, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW, Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Robert A. Wimbish, Esq., Rea, Cross, & Auchincloss, 1707 L Street, NW, Suite 750, Washington, DC 20036.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: July 6, 1998.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33625]

North American RailNet, Inc.—Continuance in Control Exemption—Mississippi & Tennessee RailNet, Inc.

North American RailNet, Inc. (NARN), has filed a verified notice of exemption to continue in control of Mississippi & Tennessee RailNet, Inc. (MTRN), upon MTRN becoming a Class III railroad.

The transaction was scheduled to be consummated on or shortly after June 26, 1998.

This transaction is related to STB Finance Docket No. 33624, *Mississippi & Tennessee RailNet, Inc.—Acquisition and Operation Exemption—The Kansas City Southern Railway Company*, wherein MTRN seeks to acquire and operate a rail line from The Kansas City Southern Railway Company.

NARN controls three existing Class III railroads; Nebraska, Kansas & Colorado RailNet, Inc., operating in Nebraska, Kansas, and Colorado; Illinois RailNet, Inc., operating in Illinois; and Camas Prairie RailNet, Inc., operating in Mississippi and Tennessee.

NARN states that: (i) The rail lines operated by MTRN do not connect with any railroad in the corporate family; (ii) the transaction is not part of a series of anticipated transactions that would connect MTRN's lines with any railroad in the corporate family; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is